



AF/3683

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE  
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES**

In re Application of:

Scott William Davis

Group Art Unit: 3683

Serial No.: 10/064,682

Examiner: Thomas J. Williams

Filed: March 6, 2002

For: INTEGRATED PASSENGER VEHICLE TRAILER BRAKE CONTROLLER

Attorney Docket No.: 201-0496 (FGT 1557 PA)

**CERTIFICATE OF MAILING/TRANSMISSION (37 C.F.R. § 1.8(a))**


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Date: 6/28/2004

KAREN A. HOPF

**BRIEF ON APPEAL**

Mail Stop Appeal Brief  
Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

The following is an Appeal Brief pursuant to the Notice of Appeal filed on  
April 28, 2004, the two-month date expiring June 28, 2004, for the above-identified

application. The Appeal Brief is being submitted in triplicate to comply with the provisions of 37 CFR 1.192(c). Please charge the \$330.00 fee for filing the Brief on Appeal to Ford Deposit Account No. 06-1510.

**I. Real Party in Interest**

The real party in interest in this matter is Ford Global Technologies, Inc., Dearborn, Michigan (hereinafter "Ford").

**II. Related Appeals and Interferences**

There are no other known appeals or interferences which will directly affect or be directly affected by or have bearing on the Board's decision in the pending appeal.

**III. Status of the Claims**

Claims 1-26 stand rejected in the Final Office Action. A copy of the claims on appeal is attached as an Appendix.

**IV. Status of Amendments Filed After Final**

There have been no amendments filed subsequent to the final office action dated January 28<sup>th</sup>, 2004.

**V. Summary of the Invention**

The present application applies to a trailer brake controller 10 for use in a passenger vehicle 12 for controlling a towed trailer. The trailer brake controller 10 includes a control element 11 positioned within the passenger vehicle 12. A vehicle speed input 16 and a vehicle brake pressure input 14 are both fed into the control element 11. A trailer brake output 18 is modified in light of the speed and pressure inputs. A diagnostic input 28 from the trailer allows the controller 10 to monitor proper operating condition. Additional novel limitations include obtaining the speed